(d) The process to be adopted for treatment and disposal of sewage are as follows:—

* For Colaba Zone, Worli & Bandra Zone, the proposal envisages removal of grit and screening followed by marine outfall.
* For Versova zone, the proposal envisages, removal of grit and screening with three stages of aerated lagoons and effluent discharge directly into Malad Creek;
* For Malad Zone, proposal envisages, removal of grit and screening and discharge directly into Malad Creek;
* For Ghatkopar and Bhandup zone, the proposal envisages removal of grit and screening with single stage of aerated lagoons effluent discharge directly into Thane Creek;

No by-product is envisaged to be obtained from the proposal Sewage Treatment Plant.

Metro rail services for urban areas

1757. SHRI DWIJENDRA NATH SHARMAH:
SHRI MAHENDRA MOHAN:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether any detailed study has been undertaken to assess the long-term demand for providing metro rail services, given the high population density of urban centres in the country;

(b) if so, the results thereof and the details of plans formulated, if any, for their phased execution;

(c) the details of cities where the metro rail works, are in progress and their present status, as also their approximate costs and the pattern of funding settled thereof; and

(d) the extent of indigenisation and standardization of equipment, etc. achieved to bring down costs of construction?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) and (b) Urban Transport is a state subject. Respective State Governments get studies done for the expansion of or setting up of new metro rail services in their cities as per

their need assessment. No such comprehensive study for providing metro rail services in the country has been done by the Ministry of Urban Development.

(c) The details of metro rail works in Delhi, Mumbai, Bangalore and Kolkata and their present status etc. are enclosed as statement. (See below).

(d) The Bharat Earth Movers Ltd. is already engaged in supplying Metro Coaches to Delhi Metro in collaboration with ROTEM Korea. They have also submitted proposals for expansion of the existing units and for setting up of an R&D wing. In addition the Ministry of Railways also has facilities to produce metro coaches. No standardization of coaches has been contemplated at this stage.

Statement

Details of cities where metro rail works are in progress alongwith their present status.

Name of the State	Details of Cities where metro rail work are in progress	Present status and funding pattern
1	2	3
Karnataka	Bangalore: Total length-33 kms in two corridors	(a) The project has been approved by Government of India. (b) The funding pattern is as under: Completion Cost: Rs. 6395 crore Contribution by: GoI GoK Equity 15% 15% Subordinate debt 10% 15% Senior term debt* 45% The Government of Karnataka will waive its taxes and duties. There will, however, be no waiver of taxes and duties by the Govt. of India. *Japanes Bank for International Cooperation (JBIC) has also agreed to give a loan of Rs. 1795 Cr.

1	2	3	
Delhi	Phase-I covering 65.5 km	98% complete. Estimated Completion Cost: Rs Crores. Funding is as follows:	. 10571
		Government Equity (from GOI & GNCTD in equal proportion)	28%
		Subordinate debt towards cost of land (from GOI & GNCTD in equal proportion)	5%
		Japanes Bank for International Cooperation (JBIC) loan	64%
		Proceeds from property development	3%
Delhi	Phase-ll covering a total length of 50.07 kms in six corridors.	(a) Project sanction and work started. (b) Estimated completion cost-Rs. 8118 crore. Funding pattern is as follows:	
		Equity - (To be shared equally by GOI and GNCTD)	30%
		Loan from JBIC	56%
		Property Development	-5%
		Internal resources of DMRC	-5%
		Sub-ordinate Debt. (To be shared equally by GOI and GNCTD)	4%
Mahara shtra	Mumbai: Total lengh-15 kms in the Verso-va Andheri-Ghatkopar corridor.	(a) Project is to be implemented on a BOT basis. (b) The funding pattern proposed is as under: Viability Gap funding: Rs. 650 crores. Equity: 30% [26% of this, by Government of Maharashtra/MMRDA and the	

1	2	3
		balance by the bidder (Mumbai Metro Consortium)] Debt: 70% Foundation stone has been laid on 21.06.2006.
West Bengal	Kolkata: Extension of existing Metro Railway from Tollygunge to New Garia (by Min. of Railways) - 8.5 kms.	(a) Estimated cost - Rs. 907.69 crore. One-third cost is being borne by State Govt. of West Bengal and two-third by Railways. (b) 70% of civil engineering works have been completed.

Implementation of monorail project in Karnataka

1758. DR. VIJAY MALLYA: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether it is a fact that the State Government of Karnataka are keen on implementing the Monorail project as a feeder route to the Metro;

(b) whether any proposal has been submitted by the Stale Government to the Centre in this regard;

(c) if not, whether the State Government are empowered to go ahead with the Monorail project, without the consent of the Union Government;

(d) whether it is a fact that the State Government Order of April 24, 2006 has directed three feeder routes to Metro rail, supported by Monorail; and

(e) whether the Union Government have approved the scheme?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) Yes, Sir.

(b) No, Sir.

(c) Urban transport being a State subject, States may legislate upon